

and which impels them to seek an asylum in a foreign country.

The institutions of these hard-money countries, the degrading condition of servitude to which the laboring man is obliged to submit, and the hopeless prospect before him, impel him to a change. He would otherwise naturally shrink from it. He comes here in the hope that he may obtain higher wages, because he believes that one dollar a day in paper money will enable him to procure more comforts than twelve pence sterling in metal money will do; because he believes that his general condition; and that of his family, will be improved, and that here it will not be necessary for him to

"Beg his lordly fellow workman
To send him leave to toil."

"The Senator from Mississippi," said Mr. Davis, alluding to the remarks made by Mr. Walker, "goes for the abolition of paper. The quantity of specie in the country is not supposed to exceed \$30,000,000; the President puts it at \$35,000,000. This, he argues, would ensure a great reduction of wages, and of the value of property, which, he insists, will be beneficial. The Senator from Missouri (Mr. Benton) is also for metal alone, and these gentlemen have bestowed the highest encomiums upon the policy of hard-money countries. The latter is enchanted with the fact that the Hollanders have grown rich, and have become great lenders of money, while we are borrowers, and I will solve for him this enigma upon his own principles. He imports it to gold, and infers that we should be lenders if we had a metallic currency only. Who, Mr. President, are the lenders of Holland? Those individuals who have amassed millions—who at one time owned most of this city, and who can buy up empires with their boundless wealth, having profited by a state of things which made the privileged few rich, while the laborer, as I can prove, gets but his three pence and four pence a day. This is the last policy we desire—the last that would be in harmony with the genius of our people, or in union with their true interests. It is diffusive wealth that we desire; a general prosperity among all; property scattered every where, attainable by all that do serve it, and thus invigorating a successful business in which all may participate, instead of amassing it in the pockets of a few. We are borrowers, be it so. It is better, infinitely better, to borrow, and thus diffuse capital to excite industry and enterprise, than to amass it in heaps, and become lenders to nations, with a nation of paupers at home."

In recurring to the subject of wages, I maintain that in those countries where labor receives the highest reward there are the people most happy and prosperous. The decay of a nation's prosperity is more clearly seen in the misery and discontent of its working population than in any thing else. If mechanics are well fed, well clothed, and comfortably situated at home, it is a sure evidence of a prosperous country. Where this is not the case, there is something wrong in the government, or in the institutions under its authority. It is not in the richest countries, but in the most thriving, or in those which are growing rich the fastest, that the wages of labor are highest.

"China," says Adam Smith, "has been long one of the richest, that is, one of the most fertile, best cultivated, most industrious, and most populous countries in the world. It seems, however, to have been stationary. The accounts of all travellers, inconsistent in many other respects, agree in the low wages of labor, and in the difficulty which a laborer finds in bringing up a family in China. If by digging the ground a whole day he can get what will purchase a small quantity of rice in the evening, he is contented. The condition of artificers is, if possible, still worse. Instead of waiting indolently in their work-houses for the calls of their customers, as in Europe, they are continually running about the streets with the tools of their respective trades, offering their services and begging employment. The poverty of the lower classes in China far surpasses that of the most beggarly nations in Europe.—The subsistence which they find there is so scanty that they are eager to fish up the nastiest garbage thrown overboard from any European ship. Any carrion, the carcass of a dead dog or cat, for example, though half putrid and stinking, is as welcome to them as the most wholesome food to the people of other countries."

The liberal price of wages is the natural evidence of the increase of the wealth of a nation. The misery of the working man is a natural symptom that the country is not only at a stand, but is rapidly declining in its national wealth and in its resources.

To attempt to reduce the price of wages, therefore, by legislation, betrays a wanton disregard not only of the interests of the laboring man but of the country; and that statesman who would seek to benefit the laboring man by reducing the value of his labor, is an enemy to the best interests of society, and should be regarded with universal abhorrence.

The operation of the financial policy of the Administration has been twofold; first, by reducing the amount of business, which is naturally followed by a reduction of wages; and secondly, by aggravating and increasing this reduction, in their efforts to introduce an exclusive metallic currency. In the last of these operations, the working man finds the evils of his situation augmented. In what particular it has been benefited, I am unable to determine.

By checking the activity of the circulation of money, they have brought business to a stand, diminished the amount of mechanical employment, and thereby deprived the country of the wealth which would otherwise have grown out of its productive industry. It is impossible to compute the amount of national loss consequent upon this loss of industry. If computed at all, it would be, by thousands but by millions of dollars. By putting a stop to all business, the value of labor has fallen, and this evil the Administration wishes to perpetuate, by overthrowing the credit system, and establishing an exclusive metallic currency. Already the consequences of this policy are beginning to be seriously felt by the mechanic. Employment during the last two years has been uncertain and irregular, our comforts at home have been abridged, our meals have been more sparing, and our food of an inferior quality; besides, many of us have been obliged to take our children from school, and deny them the advantages of education, an evil great indeed in a country where ignorance is admitted to have been heretofore the only obstacle to wealth and respectability. In fact, we have been gradually sinking into the condition of the European mechanics and laborers, from the effects of measures adopted only to a barbarous age and a despotic government.

But, we are told that the prices of the productions we consume will fall off in proportion to the decline of our wages. If this were so, in what particular are we benefited? Our relative position, at any rate, remains the same. But it is not true. There are many articles which we consume in our families which will not be affected, because the cost of their production does not depend on the condition of our currency. While we receive half as much for our labor, we will have to pay as much as we have ever done for our tea, coffee, sugar, &c., or, in other words, what we formerly purchased with the wages of one day's labor will require the wages of two days; doubling, in fact, the cost of those productions. It is true we can give up these luxuries, and live as the European laborers do, on

a crust of black bread, a little oatmeal or rice; but this we are unwilling to do, and if we should without a struggle, we have been enabled to enjoy them, and they have become necessities which are indispensable to our common comfort and happiness.

In connection with this subject, I quote a portion of a speech made a short time since by Mr. Webster. He says, "there is not much danger that schemes and doctrines such as these shall find favor with the People.—They understand their interests too well for that." It happened about three weeks ago, I went on a fishing excursion, with one man only with me. I mentioned to him this doctrine of the reduction of prices, and asked him his opinion of it. He said he did not like it. I repeated the wages of labor, it is true, are reduced; but then flour, and beef, and perhaps clothing, all of which you buy, are reduced also. What, then, can be your objections? "Why," said he, "it is true that flour is now low; but then it is an article that may rise suddenly, by means of a scanty crop in England, or at home; and if it should rise, five dollars to ten, I am not certain that it would fetch the price of my labor up with it. But what wages are high, I am safe, and if produce chances to fall, so much the better for me. But there is another thing. I have but one thing to sell, that is my labor; but I must buy many things, not only flour, and meat, and clothing, but also some articles that come from other countries; a little sugar, a little coffee, a little tea, a little of the common necessities, and such like. Now, I do not see how these foreign articles will be brought down by reducing wages at home; and before the price is brought down of the only thing I have to sell, I want to be sure that the prices will fall also, not of a part, but all the things which I must buy."

"Now, gentlemen, though he will be astonished, or at least I should tell the story before this, I will place this argument of *Self Protection*, sometimes *Providence*, and sometimes *Providence*, on the coast of Massachusetts, states that, while pulling an oar with each hand, and with the sleeves of his red shirt rolled up above his elbows, the arguments, the theories, and the speeches of the Administration and all its friends, in or out of Congress, and take the verdict of the country, and of the civilized world, whether he has not the best side of the question."

The wages I have formerly received were two dollars a day, amounting to six hundred dollars a year, with this I was enabled to hire the upper part of a comfortable two-story house, for which I paid one hundred dollars per annum.

| | |
|---|-------|
| Say | \$100 |
| Educating 4 children, at \$2 per quarter, | 32 |
| Clothing for myself and family, | 100 |
| Groceries and Butcher's bills, | 250 |
| Fuel, Extras, &c., | 50 |
| Total, | \$532 |

Leaving in my hands out of my earnings, at the end of the year, \$68, which I put away in the Savings Bank as a resource for the winter of my life. During the last year, I have with great difficulty earned \$300, and as my expenses did not fall off in proportion, as it has been maintained they would do under the Sub-Treasury system, I have been obliged to take measures to accommodate myself according to my new circumstances. In the first place, my children have been taken from school, we have not been able to purchase any new clothing, (a Sunday dress is now beyond my means,) and instead of a piece of meat on the dinner table every day, as heretofore, my family manage to sustain life by living sparingly, and almost altogether on vegetable food; besides, I am in debt. It is no consolation to me to know that I am still better off and more comfortable, even under my present circumstances, than the European mechanic; because I see nothing ahead but the prospect of being soon reduced to a level with him, under the operation of a system similar to that under which he lives.

We have seen what the condition of the mechanic and artisan in China is, with his wages of a few cents a day, miserable and degraded, with no thought of any thing beyond the support of mere animal life, debased in his moral sentiments, and destitute of every thing which can elevate or ennoble the human character. Nearly one half of the population of Canton live in huts on the river, and the scene of debasement and neglect which meet the eye, is horrible.

In France, the wages of mechanics are from 30 to 60 cents a day. The following statements, taken from *Porter's Progress of Nations*, and *Wade's History of the Middle and Working Classes*, will show what the wages of labor are in the various Sub-Treasury countries of Europe. I have given them in sterling money, as I found them; doubling the pence we have the amount in cents.

Wages in France.—Cable, common laborers 7½ pence per day, with board and without dwelling; Baiting, 5 pence per day, with board and without dwelling; Namur, 8 pence per day, without board and without dwelling; Marseilles, 4 to 7 pence per day, with board and without dwelling. The food, in some districts, consists of rye bread, soup made of millet, cakes made of Indian corn, and then some salt provisions and vegetables; rarely, if ever, butcher's meat. In others, wheat bread, soup made with vegetables, and a little grease or lard twice a day, potatoes or other vegetables, but seldom butcher's meat.

Sweden.—The daily wages of a skilled agriculturalist, are 7 or 9 pence; while the unskilled obtain no more than 3 or 4 pence, and board themselves. Agriculturalists in the Southern provinces live upon salt fish and potatoes; in the Northern provinces, porridge and rye bread form their food.

Belgium.—Laborers are paid at the rate of 8 pence per day in the country, without board.

Germany.—Danzig, laborers 4 to 4½ pence per day, without board; Mecklenburg, 7 pence per day, without board; Holstein, 7 pence per day without board.

Netherlands.—South Holland, laborers, 3 to 4 pence per day, with board. North Holland, 20 pence per day, without board. Antwerp, 5 pence per day. West Flanders, 95 to 104 shillings per year without board.

Italy.—Trieste, laborers 12 pence per day, without board, 6 pence with board. Istria, 8 to 10 pence per day, without board. Lombardy, 4 to 5 pence per day, without board. Genoa, 5 to 8 pence per day. Turin, 6 pence per day.

Saxony.—In 1837, a man employed in his own home, working very diligently from Monday morning to Saturday night, from 5 o'clock in the morning till dusk, and even at times with a lamp, his wife assisting him in finishing and taking him the work, could not possibly earn more than 60 cents a week. Nor could one who had three children, aged twelve years and upwards, all working at the loom as well as himself, with his wife employed doing up the work, earn in the whole more than \$1 weekly.

Yet these are Sub-Treasury countries, which our Government desires us to imitate.

I will here quote another extract from Mr. Webster's speech, which contains some facts to which the attention of the mechanic is particularly invited:

"I hold in my hand," said Mr. Webster, "an extract from a speech by the Hon. Mr. Rev. Mr. Burke—a zealous supporter of the Administration, who maintains that other things being reduced in proportion, you may reduce the wages of labor without evil consequences. And where does he seek his example? In the Mediterranean. He fixes himself upon Corsica and Sardinia. But what is the Corsican laborer, that he should be the model upon which American labor is to be formed? Does he know any thing himself? Has he any education, or does he give any to his children? Has he a home, a freehold, and the comforts of life around him? No. With a crust of bread and a handful of olive, his daily wants are satisfied.—And yet from such a state of wretchedness, the laborer of New England—the laborer of the United States—

is to be taught submission to low wages. The extracts before me state that the wages of Corsican are:

| | |
|-----------------------|----------------|
| For the male laborer, | 24 cents a day |
| For the female do | 11 do |

and the honorable gentleman argues that, owing to greater cheapness of other articles, this is, relatively, as much as the American laborer gets; and he illustrates the fact by this bill of clothing for a Corsican laborer:

| | | |
|-------------|--------------------|------------|
| Cap, | lasting 24 months, | 8 francs. |
| Cox, | do 24 do | 2 do |
| Waistcoat, | do 26 do | 4 do |
| Pantaloon, | do 18 do | 5 do |
| Shirt, | do 12 do | 3 do |
| Pair shoes, | do 6 do | 6 do |
| | | 28 francs. |

Now, what say you, my friends! What will the laborer of New York, of Pennsylvania, and New England, say to the idea of walking to church, at the head of his family, in his jacket two years old? What will the young man say, (when his work is ended and he desires to visit the families of his neighbors,) to the pair of pantaloons, not quite two years old, indeed, but as the farmers say of a colt, coming two next grass, and which, for eighteen months, have done yeoman's service? Away with all—away with this plan of hobnobbing and upgrading the free, intelligent, well educated, and well paid laborer of the United States, to the level of the almost brute laborer of Europe."

And how do these European laborers live? We have seen of what their food consists—vegetables, rice, oatmeal, soup, and sometimes salt provisions—rarely, if ever, butcher's meat; but in what condition is their home, and how do they live there?

The Journal of the Statistical Society of England, states, that "at Nottingham, out of 11,000 houses, 8,000 are built back to back; that is, they are devoid of ventilation. At Liverpool, there are 7,882 inhabited cellars, crowded as dark dens, and all well ventilated, they hold one-seventh of the whole population, of whom 35,000 are the working classes. There are besides, 2270 courts, in which from two to six families reside! What a miserable disregard does this show of all that should constitute a beautiful abode! The absence of pure air and sunshine, the constant presence of damp and contaminated vapors. In Manchester, of 124,282 workers, 14,969 live in cellars. At Bury, (an anonymous name) crowded in the working classes are so badly off that in 773 houses, one bed served four persons—in 207, one bed for five; and in 78, one bed for six persons. In Bristol, forty-six per cent, or nearly one half, of the working classes have but one room for a family. And this in England, whose laboring men are infinitely better off than the laboring men of the other European nations, as I have shown."

In Paris, the condition of the working classes is still more deplorable—a greater number of families herding together in one house, with a common out for all; and existing such a loathsome and disgusting scene of filth, wretchedness, and poverty, as beggars description.

In Naples, where it is said there are 30,000 beggars, and whose situation, population, and wealth, entitle it to rank among the first cities of the world, the misery of the poorer classes is very great.—The rate of wages there is so low, that all inducement to labor is destroyed; the consequence is, that want and wretchedness, accompanied by vice and moral degradation, are visible in all portions of that city. And this is but a feeble view of the condition of many of the cities of Europe.

I state these facts that the mechanic and laboring man of this country may form some idea of the condition and circumstances of the mechanic and laboring men of the hard-money countries of the old world. I could go on and enumerate other instances as they are exhibited in Germany, Bavaria, Sweden, Holland, Russia and Cuba, but it would be only a repetition of what I have already told, all or living beyond a possibility of doubt, that in those hard-money countries, the condition of the laboring man is one of poverty, destitution, and misery, beyond the conception of an American Mechanic.

A very important fact, and one which cannot be too strongly impressed upon the minds of the mechanics of this country, is ascertained from statistical tables, collected by men of character and ability; and it is this: that the rate of crime and immorality increases with the decrease of wages.—The annual rate of mortality in the various cities of Europe, is as follows:

| | | | |
|--------------|---------|-------------|---------|
| In Vienna | 1 in 22 | In Naples | 1 in 28 |
| In Rome | 1 in 24 | In Brussels | 1 in 29 |
| In Amsterdam | 1 in 25 | In Genoa | 1 in 31 |
| | | In Madrid | 1 in 43 |

Low wages and irregular employment being poverty and want in their train, and these bring men from drunkenness, vice and disease, to an early grave.

These are the causes which prevent the mechanic and laborer from being well fed and clothed, and well housed. They are the causes of all the evils which afflict European society, and which fill their poor-houses with paupers, and their cities and towns with misery, disease, and crime.

The heretofore happy condition of our laboring classes, provided as they have been with all the comforts that can make life agreeable—wholesome food, and plenty of it, warm clothing, and comfortable dwellings, together with the inducement of a large share of being able to educate their children, and to start them forward in the world, in the career of competition with the children of richer men, presents a happy and gratifying contrast with the condition of the mechanic and laboring classes of Europe.

The moral elevation of our mechanics, their cheerful independence, their intelligence and sagacity, their firm and manly spirit, result at the abundant and exuberant doctrines of the Administration, that "WAGES ARE TOO HIGH, AND MUST BE REDUCED."

Mechanics and Laboring Men! I have done my duty in presenting this all important subject to your most serious consideration. I appeal to you if you are willing to sustain such a doctrine as this doctrine, the practical operation of which strikes a deadly blow at your interests, and reduces you to a condition of equality with the miserable, degraded, and half-starved mechanics of Europe. You have a deeper interest in the decision of this question than any other class of our citizens. It affects you and your families. The prospects and happiness of your children depend upon it; are you willing to sacrifice them, to sustain a party? The question is one of deeper and more lasting importance to you than any that can be presented, and I am confident you will decide it with an independence and spirit worthy of intelligent men. By not detecting the cries of party, or misled by the mischievous name of Democracy! TRUE DEMOCRACY consists in placing the mechanic and laborer on a level with the other classes of society, and in giving them a position of honorable usefulness in the country. That is a false democracy which would build itself up on the moral and physical degradation of the working classes.

For my own part, I am determined to resist such doctrines with all the energy God has given me, and to give neither sleep to my eyes, nor slumber to my eyelids, until I have aroused the attention and resistance of my fellow-mechanics throughout the country to such outrageous, insulting, and ruinous doctrines as these.

With great respect,
I subscribe myself, your friend,
PAUL INGLIS, Carpenter.
New York, Sept. 1840.

SOUTH CAROLINA.—FRANCIS W. FICKENS and S. H. BUTLER have been elected to Congress from S. Carolina without opposition. Partial returns also indicate that Mr. Sumpter is also re-elected. We have heretofore announced the election of Mr. J. E. Holmes from the Charleston District.

ARRIVAL OF THE ACADIA AT BOSTON.

SIXTEEN DAYS LATER.
Important from China.—Destruction of the Port at Bocca Tigris.—Bombardment and destruction of Beyroot.—Attempt to fire the Sheerness Dock Yard.—Death of the Princess Augusta.—Abdication of the King of Holland.

The royal mail steamship Acadia, Capt. Edward Miller, arrived at Boston yesterday morning at 8 o'clock. She left Liverpool at 3 o'clock on the afternoon of the 4th, and of course was twelve days and seventeen hours from dock to dock. She was detained about ten hours at Halifax, and consequently has made the voyage in a little over twelve days of sailing time.

She brought ninety five passengers from Liverpool to Halifax and Boston. Lieut. Frayer, R. N., had been dismissed from the command of the steamer President. His friends had held a meeting on the subject, at which a letter in his own defence was read, and elicited immense applause. The moving cause of his dismissal appears to have been the dissatisfaction of the owners of the President on account of the time occupied by that steamer in crossing the Atlantic.

The prospect of a general war in Europe on the Eastern question, seems to have blown over, though there appears to be some difficulty in compelling the Pacha to accede in good faith to the requirements of the Four Powers. The bombardment and destruction of Beyroot, however, appears to have been premature, and in anticipation of the refusal of the Pacha to accede to the stipulations.

The rumor of the capture of Canton, doubtless had its rise in the destruction of the Ports of Bocca Tigris.

Death of the Princess Augusta.—Her Royal Highness expired a few minutes past 9 o'clock, on the evening of the 25th of September. She had borne a long and painful illness with uncommon patience, and an uncomplaining temper. Her last moments were attended by all the members of the Royal Family, who were in London; among whom we notice the Queen Dowager, the Princess Sophia, and her Uncles the Dukes of Sussex and of Cambridge. The Queen was at Windsor, but was informed of the event by a despatch from Clarence House, where the Princess died.

The funeral took place on the 3d inst.—At an early hour, the bells of the parish church of Windsor began to toll, and continued to toll at intervals during the day. The shops were all closed, and by the silent but common consent of the tradesmen of Windsor, no business was transacted. The stillness of the streets was universal; and, owing to the circumstances of the lying in state being at Frogmore, the town during the greater part of the morning seemed absolutely deserted.

The only place in the town and Castle where more than two or three persons were gathered together during the day, was in the office of the Lord Chamberlain, whose gates were haunted by the applicants for tickets of admission to St. George's chapel, where the obsequies were performed.

The Madrid papers of the 21st contain a declaration from the Basque provinces in favor of the Queen. The Junta had raised a forced loan of 500,000 reals for the service of the army. The Queen was expected at Madrid on the 25th, and would, it is said, be accompanied by Espartero. Notwithstanding this announcement, it was rumored in Paris on Monday, that her Majesty and her daughter had made their escape from Valencia and arrived at Port Vendres. Cabrera was to leave Paris on Tuesday for Montpelier.

A telegraph despatch was received in Paris on Tuesday from Madrid, announcing the refusal of every person appointed by the Queen to the Ministry, to act, and the further submission of her Majesty to the Duke of Victoria, and that a *carte blanche* to him to form an administration after his own heart, had been the consequence. This announcement deprives the advice from Madrid of the 15th inst. of their chief interest.

Espartero is too astute a person not to affect some moderation and decorum on the occasion, but it seems doubtful if his friends and supporters will be prevailed upon to follow his example. They already talk of assembling a Convention and removing the Queen from the Regency. This is precisely the result that might have been anticipated.

The private correspondent, at Barcelona, of the Morning Chronicle, dated the 18th, shows that notwithstanding the Queen's enforced compliance with their demands, the faction by whom she has been virtually deposed are not satisfied. They are about to compel her to "give securities for her future behavior"—a course which even the organs of Lord Palmerston are compelled to admit "must necessarily impair the Royal power."

Latest accounts from Lisbon give intelligence of the complete suppression of another insurrection. It appears that on the 12th inst. Col. Miguel Augusto de Souza, the chief of the insurgent band, expressed a desire to go into Spain. Several of his soldiers demanded the colours of their regiment, that they might return to their former allegiance. The Colonel refused to comply except with his life. Marmors immediately arose, and the result was, that the Colonel was killed by a volley fired by his own men. The officers of the revolt entered Spain, and the soldiers presented themselves to the officer commanding the troops who were marching against them.

ABDICATION OF THE KING OF HOLLAND.

The Amsterdam papers announce the abdication of the King of Holland in favor of his son. It appears that his Majesty communicated his intentions to his Ministers before setting out the day before from the Hague to the castle of Loos. A proclamation will be issued in a few days, informing his subjects of his resolution. The *Han-disland* says, that the King having summoned the Prince and Princess of Orange to Loos, communicated to them his intentions in the presence of his friend Baron Payel.

It is believed that his Majesty has already given orders for the transmission of all the official documents of the various official departments. He is said to have laid aside his crown and retired to private life, for the purpose of accomplishing the union with a lady of his court, which encountered so much opposition from his subjects when first announced some twelve months ago.

IMPORTANT FROM CHINA.

Extract of a letter, dated Bombay, July 23, at 9 o'clock in the evening, received by the Mediterranean packet:

"The steamer is already under weigh and dropping down, but I try to catch her with three lines, to say that a private express from Calcutta has arrived, which states that intelligence has been received here from China, by the steamer Enterprise, of the arrival of part of the expedition in the Canton river, and of the total destruction of the forts of the Bocca Tigris. We shall know the truth of it in a day or two; it is doubted by none."

The following from a correspondent of the London Standard, is additional to the above:

"I send you in haste the accompanying extract of a letter from Bombay, received by a friend of mine in Liverpool.—After the vessels had destroyed the forts of the Bocca Tigris, some troops and seamen were sent on shore to put them in a state of defence against the Chinese. The expedition then proceeded towards Whampoa, having pressed two Chinese pilots; but on reaching Second Bar, the passage for large vessels was impeded by the Chinese having taken the precaution to sink some large junks;—however, the smaller vessels and steamers will almost immediately proceed with a strong military force to raze Canton to the ground."

BOMBARDMENT AND DESTRUCTION OF BEYROOT.

We copy the following intelligent intelligence from the London Morning Herald of Oct. 3:

Paris, Oct. 2, half-past eight, Friday morning.

"I hasten to inform you that the French Government have received the following most important telegraphic despatch:

MARSEILLES, Oct. 1, half-past 9. "Milla, Sept. 27.—The Prometheus, which left Beyroot on the 29th, announces that, after a bombardment of nine days, which reduced the town to ashes, the Egyptians evacuated the town in the night, and the allies took possession of it."

"The Oriental, which quitted Alexandria on the 24th, makes known that the firm deposing Mehemet Ali, had been communicated on the 21st to his Highness by the Consuls General of the Four Powers, who instantly struck their flags, and retired on board their shipping."

(Copy) "Director of the Telegraph

"The above is the most important and alarming intelligence that could be received, as members of the French Government have said that if the treaty were executed a *l'outrance*, there must be war. I dare not say more to alarm the public mind, but I view it as most fatal news, and I have good reason to do so."

The above intelligence has produced a complete panic in the city, and Consuls have fallen nearly 1-4 per cent., viz., from 87 7/8 to 86 3/4. We may also add, that 100,000 Consols were offered at 86, and no takers. Purchasers were, however, shortly afterwards obtained at that price.

Ten thousand additional troops have been ordered to embark at Constantinople for Cyprus. We have already stated that Mehemet Ali either was or feigned to be seriously indisposed. His disease is said to be a boil on the spine, an affection peculiar to the Nile. His late apparent humility to the Sultan, and his offer through Rifaat Bey to surrender Candia and Adana, are believed to have been a mere ruse to gain time, and had his offers been accepted, he would probably not have abused by them.

The intelligence from Be-root is extremely contradictory. It is said that Commodore Napier has made prizes of some Egyptian ships he has already seized, and that he continues to intercept all supplies going towards the coast. The Government of Beyroot has, on the other hand, literally offered a reward for the head of Lord Ponsonby's dragoman, Mr. Moore.—He is, however, safe on board the command ship. The city is now blockaded by a very strong squadron, consisting of the Powerful, the Edinburgh, the Thunderer, the Ganges, the Rainbow, the Castor, the Carysfort and the Gorgon steamer.

The Bogue, manned with 750, and the Scipio, with 670 men, have sailed for the Levant. These two ships are destined to reinforce the French Mediterranean fleet, under Admiral Hugon. The *Euphrates* and *Alca* steamers had already preceded them. The *Trident*, manned by 680 men, has been sent for Philippeville. It conveys 960 men to join the 22d, 26th and 61st Regiments. The *Cocyte* has set out for Algiers, with despatches for Marshall Vallee, conveying 730 military passengers, of whom 24 are officers. Accounts from L'Orient state that beside the fleet in the Mediterranean, and the ships in course of armament at the various ports, at L'Orient alone, (one of the smallest of the French ports) there are at this moment ready for sea six sail of the line, seven frigates and three steam vessels, besides several smaller vessels.

ATTEMPT TO FIRE SHEERNESS DOCK YARD.

SHEERNESS, Friday evening, 8 o'clock. Her Majesty's ship Camperdown, 100 guns, was attempted to be fired in the basin this evening by some incendiary. The fire was first discovered in a midshipman's berth; but was extinguished after burning a locker; but on further search, a well laid train was discovered in the warrant officer's store rooms, consisting of rosin, oakum, and lucifer matches.

From the Davenport Telegraph.

DREADFUL FIRE AT DAVENPORT. Partial Destruction of the Royal Naval Arsenal.—Half a Million of Property destroyed.

At half-past four this morning, (Sunday) an alarm was given to the Superintendent of the dock yard police, Lieut. Williams, that the Talavera line of battle ship, in the North Dock, was on fire. All hands were instantly on the spot, with the engines, but so terrific were the flames as to give evident proof that the total destruction of the ship was to succeed; the fire bells were then rung, and the workmen, with the military, called in. The tide was high, and plenty of water at hand, but nothing appeared to subdue the fury with which the fire extended southward, the direction in which the other docks and building slips lay, as well as the rigging house, sail-loft, and all the store houses. At a quarter to five o'clock, the Talavera was one mass of flame, which, communicating with the shed overhead, threatened to carry the fire to the extremity of the yard. The Minden line of battle ship, lying at the stern of the Talavera, which took fire ahead, at one time appeared inevitably doomed; but the wind shifting a point, and by the most strenuous exertions of the engines, the progress of the flames astern was stopped; but what appeared to be the prevention of this danger only carried it in another direction, as the roof of the shed adjoining took fire, and the dense columns of smoke for a time appeared to choke the flame.

Beant this shed were kept the figure-heads of some of the ships which, having borne the brunt of the battle, were, after the peace, broken up, and these slight remembrances of their achievements were kept with a degree of pride. At the eastern end hung the flag of our never-to-be-forgotten naval hero, Nelson, under which he fought the battle of Trafalgar; and opposite, the flag of Lord Exmouth, at the battle of Algiers. An attempt was gallantly made by a young man to save them, but the fire was too fierce, and the attempt was given up for the safety of the party who made it. Speedily succeeding the firing of this shed, the one adjoining also took flame, in which was the *Imogene* Frigate. This was also completely destroyed. To subdue the flames here appeared to be fruitless, and an attempt was made to prevent a further extension by playing the engines upon the building opposite, but without success, and the whole range, together with a large pile of timber under a shed, were in flames. Eight o'clock.—The fire is still burning, but will now be confined merely to the consumption of the timber and materials. The loss, at the rough estimate, is said to be from £400,000 to £500,000; this appears to be an extreme amount, but that the destruction is immense there can be no doubt. No account can yet be collected as to the origin of the fire; no party has been at work on board the ship in which it originated for several weeks.—At 4 o'clock, there was nothing like fire seen, and at half-past 5, the ship was in a flame fore and aft. The strictest inquiry will no doubt be instituted as to the cause; and, for the credit of the executive, it is to be hoped that no want of caution from a false economy has led to this severe national loss.

TRIAL OF MADAME LAFFARGE.

The trial of Madame Laffarge was resumed on the 19th. M. Bac made his charge to the jury, who then retired, and after an absence of three-quarters of an hour, returned into Court, and the foreman delivered the following verdict—"guilty, with extenuating circumstances!"

The President then ordered Madame Laffarge to be brought forward. She, however, had fainted, and was in such a state as to render her re-appearance impossible.—The President, therefore, pronounced the sentence in her absence—hard labor for life, and exposure in the pillory. Madame Laffarge remains in a dangerous state.

ARRIVAL OF THE STEAMSHIP PRESIDENT.

The President arrived at New York about two hours after the news had been received by the Acadia, but bringing no later news, having left Liverpool three days previous to the sailing of the Acadia. The following is the only additional news of any importance.

IMPORTANT FROM CHINA.—Extract of a letter dated Bombay, July 23, at 9 o'clock in the evening, received by the Mediterranean packet:

"The steamer is already under weigh and dropping down, but I will try to catch her with 3 lines, to say that a private express from Calcutta has arrived, which states that intelligence has been received here from China, by the steamer Enterprise, of the arrival of part of the expedition in the Canton river, and of the total destruction of the forts of the Bocca Tigris. We shall know the truth of it in a day or two; it is doubted by none."

The following, from a correspondent of the London Standard, in addition to the above:

"I send you in haste the accompanying extract of a letter from Bombay, received by a friend of mine in Liverpool.—After the vessels had destroyed the forts of the Bocca Tigris, some troops and seamen were sent on shore to put them in a state of defence against the Chinese. The expedition then proceeded towards Whampoa, having pressed two Chinese pilots; but on reaching Second Bar, the passage for large vessels was impeded by the Chinese having taken the precaution to sink some large junks;—however, the smaller vessels and steamers will almost immediately proceed with a strong military force to raze Canton